

NEW LONDON STATE PIER



PROPERTY CHARACTERISTICS

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The New London State Pier Facility is situated in Southeastern, Connecticut approximately 100 miles south of Boston, Massachusetts and 130 miles northeast of New York City. The State Pier Facility is located approximately 3 miles upstream from the mouth of the Thames River and just minutes from downtown New London. The State Pier Facility has excellent access to Interstates 95 and 395, the New England Central Railroad (NECR) line, and Atlantic shipping routes. These connections link the State Pier Facility to the State, region, Canada and beyond. Refer to the aerial photograph on the next page.

The State Pier Facility has two main finger pier structures: the Admiral Harold E. Shear State Pier and Long Dock. The State Pier is an approximately 1,000 foot long finger pier structure with 200 feet of apron width. The State Pier has two main berths, with water depths of 35 feet at Mean Low Water (MLW) at the eastern berth and 30 feet MLW at the western berth, with equivalent approach depths from the boundary of the federal channel. A new fender system on both sides of State Pier allows vessels to berth close to the pier face thereby minimizing crane reaches. Posted pier loading is restricted to storage of 1,000 pounds per square foot, truck loads up to HS 25 ratings and fork lift loads of 100 pounds per axle maximum load. Crane loads are limited to 1,000 pounds per square foot. The State Pier received a major overhaul in 1993 including functional, structural and aesthetic improvements.

Long Dock is also a finger pier, but is limited with respect to pier structure, berthing and utilization. A large amount of the pier structure is original with inconsistent berth interfaces and structural deficiencies in portions. Generally, the pier is usable for berthing of barges and smaller vessels. Depths in the berthing areas range from 16 to 23 feet at minimum and approach depths up to 26 feet from the federal channel.

Long Dock and portions of its apron area currently support a number of shallow draft fishing vessels; however, the pier is available for cargo storage and can be used for additional berthing for limited length and draft commercial vessels. This can be expanded with various pier face improvements and the installation of fenders.

The federal channel, with a depth of 40 feet MLW and a width of 500 feet, and approaches, are wide enough for vessels to utilize the water-sheet east of the State Pier Facility for a turning basin. There is shoaling in the area adjacent to the Long Dock proper which precludes utilization for larger vessels without dredging. Water depths are estimated to range from sixteen to twenty-eight feet at MLW.

Figure 1: State Pier Facility



All of the pier areas have large workable aprons providing a wide range of flexibility related to handling of vessels and cargo. The State Pier Facility and adjacent property are currently used primarily for the storage and distribution of lumber, steel products and other neo-bulk products arriving by ship and rail and redistributed by truck. The storage areas have varied surfaces comprised of pavement, packed dirt and gravel. The main work space on the apron is illuminated by a high-level pier lighting system installed in 2010. The apron is equipped with direct on dock rail for standard gauge rail equipment that connects to upland warehouses and the interchange with the New England Central Railroad (NECR).

The facility incorporates six primary structures consisting of warehouses, a garage, an administration building and other supporting structures. There is 106,200 square feet of warehouse space on site, located between three primary structures: a new warehouse at 50,000 square feet; another one is 53,000 square feet, and the third which is currently used to store equipment is 3200 square feet. The two larger warehouses have direct rail access and rail/truck loading docks. The newest warehouse was designed for handling lumber products, pulp and paper commodities, with above average ceiling heights and heavy per square foot floor load weights. The facility is in excellent condition and suitable for a number of warehousing, transit or processing activities. The other warehouse structures have average warehouse height ceilings with reinforced concrete and steel floors designed for heavy loads. While stacking capabilities are limited due to the ceiling height, there is adequate space for wide distribution of stored commodities. There is also an Administration Building, which houses ConnDOT personnel and port operations personnel, and portable trailers that serve as the security building.

On site utilities include municipal water and sanitary sewer as well as electricity, telephone and natural gas. Refer to the Site Utilities map for the general location of these utilities.

The State Pier Facility can be broken down into three general areas including the piers, shoreline and the upland storage areas (see the Functional Use Areas and Patterns Map). The piers have direct access to marine shipping activities while the shoreline bulkheads and consist of paved and unpaved surfaces which are directly accessible to marine activities. They also contain the various structures and existing railroad tracks. The upland areas are somewhat fragmented from the main pier areas due to the intersecting modes of transportation including the NECR and Amtrak railroad lines and State Pier Road.

The State Pier Facility is primarily flat, with the exception of a hillock land formation on the northeast open area of the site, east of the entrance road, south of State Pier Road and north of the Administration Building. The hillock formation is approximately 15' feet higher than the shoreline bulkhead and is defined by steeply vegetated slopes. This land formation is being considered for leveling as part of a ConnDOT study of the State pier Facility.

Figure 2: State Pier Apron and Berths



Figure 3: State Pier Warehousing at Head of Pier



Figure 4: Long Dock Apron

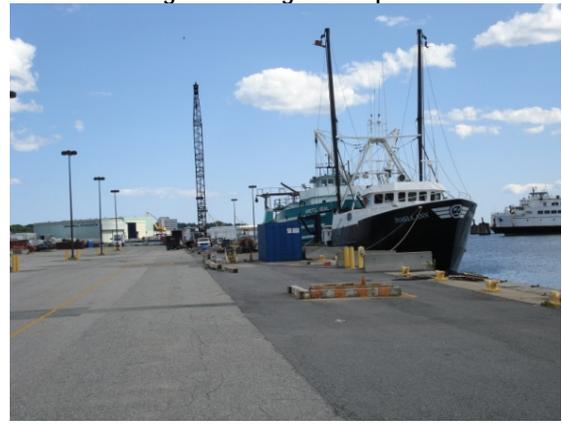


Figure 5: Warehouse Interior



Figure 6: Warehouse Rail Docks

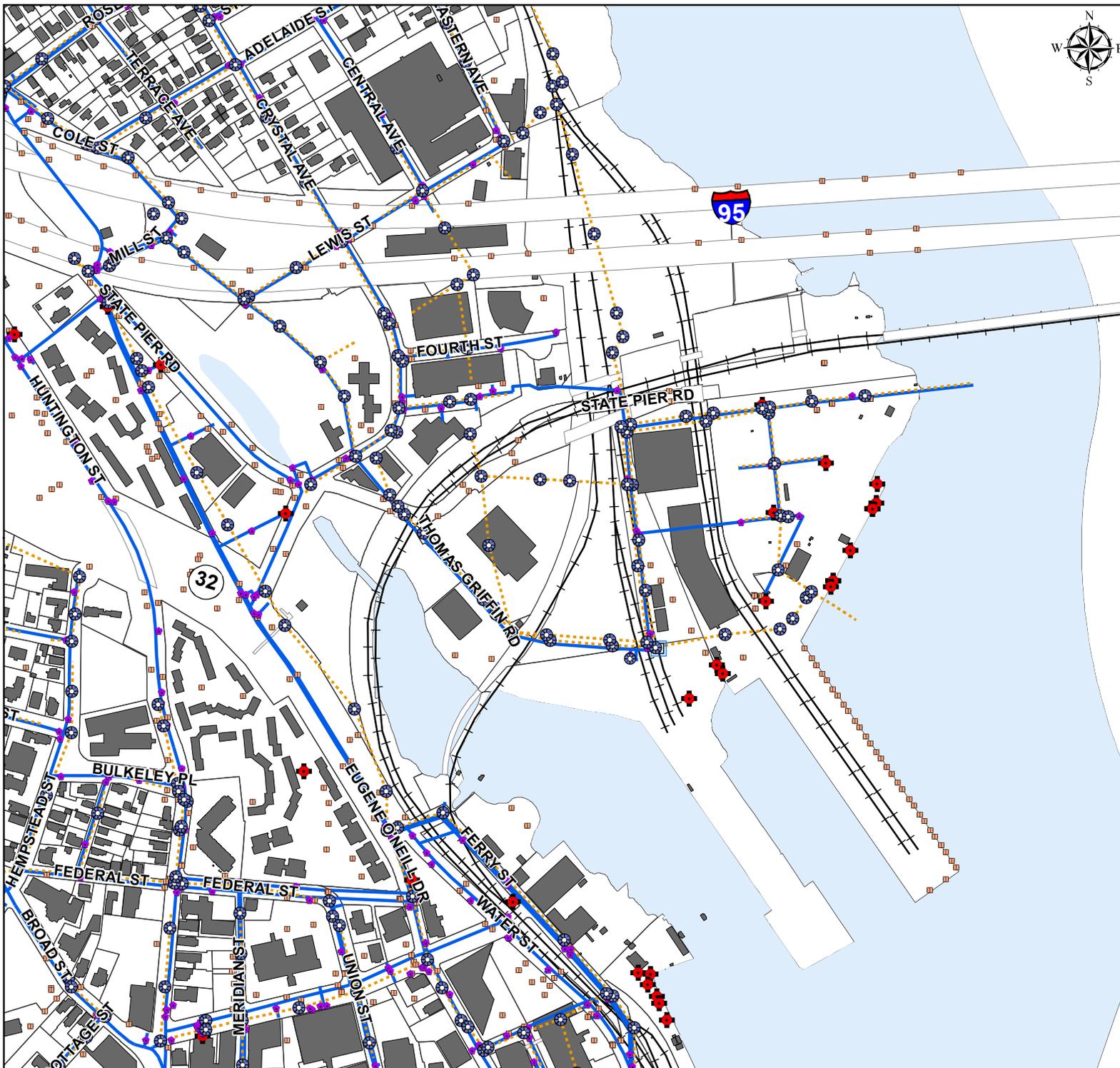


Figure 7: West Intermodal Storage Areas Near the Gold Star Bridge



Figure 8: New Warehouse Interior





**State Pier
Needs &
Deficiencies
Planning Study**



New London, CT

**Existing Water &
Sewer System**

Legend

- Water Distribution System
- - - Sanitary Sewer System
- Manhole
- Curb Box
- Hydrant
- Meter
- Pump Station
- Valve
- Blow Off
- Catch Basin

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Sources:
City of New London Engineering Department (2010)
CT DEP Geographic & Information Center, CT

1" = Approx. 500'

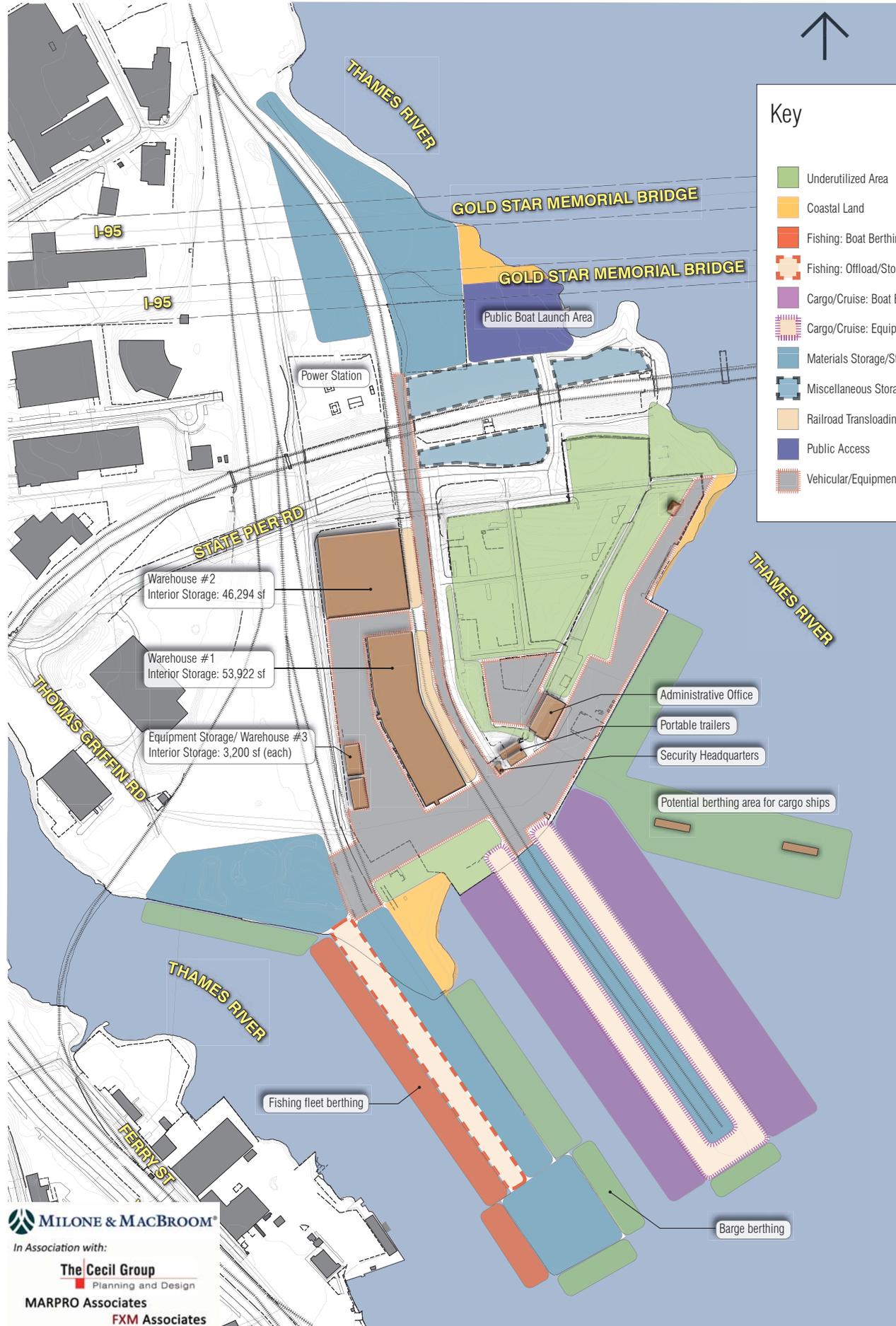


DESIGNED	DRAWN	CHECKED	PROJECT NO.:
MZ	MZ	MZ	1433-62

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FUNCTIONAL USE AREAS AND PATTERNS

New London State Pier



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In Association with:

The Cecil Group
Planning and Design

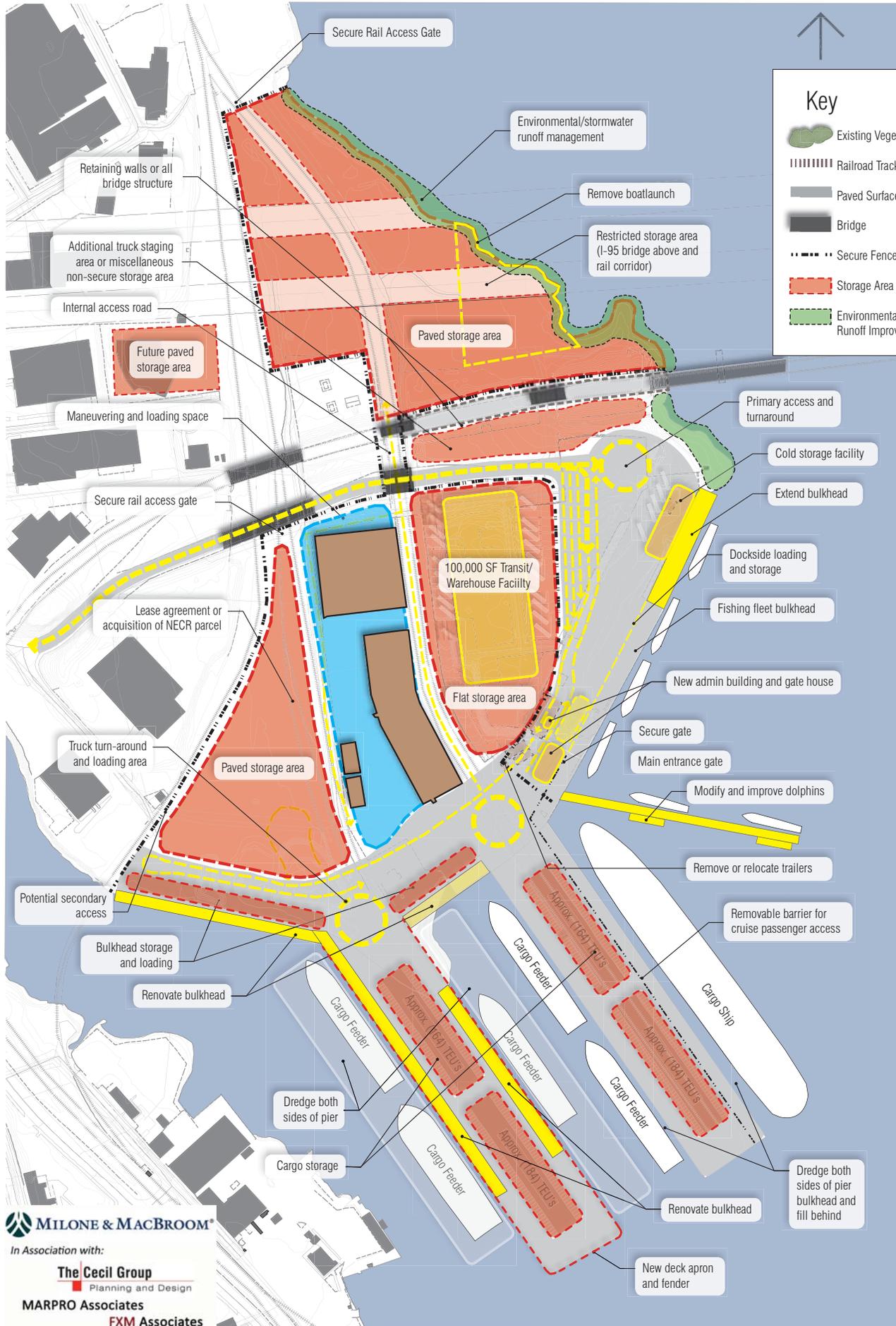
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In considering the physical attributes of New London Harbor as well as the geography, connectivity and flexibility of the State Pier Facility there is a great deal of potential to handle a wide variety of marine activities. The assets include:

- Deepwater access
- Protected harbor
- Short transit from open ocean
- Extensive available berthing space
- Wide and accessible pier aprons
- Recently improved wharf surfaces
- Deepwater berths
- Modern mooring and fendering systems
- Good terminal lighting
- On dock and near dock rail
- Adequate upland lay-down area
- Upland protected warehouse space
- Direct highway connections to major interstates
- Direct rail connections to the national rail network
- Access to a local and extended large consumer base
- Adjacent properties consigned to transportation and storage utilization
- Approved security systems
- Administrative space

MASTER PLAN

New London State Pier



Key

- Existing Vegetation
- Railroad Track
- Paved Surface
- Bridge
- Secure Fence Line
- Storage Area
- Environmental/Stormwater Runoff Improvements

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